

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 4:09 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 278 Const Calendar Day: 954 Date: 19-Apr-2012 Thursday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 06:50 AM 06:40 PM Break: 00:30 Over Time: 03:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

Cable Compaction

Overview of work today:

Cable compaction continued today on all spans.

- I was inspecting Gary Anderson's crew on the North main-span. See below for details of the work performed, & a list of labor for this work.

- Sami Daouk was inspecting compaction on the South main-span.

- Saman Soheili was inspecting compaction the North side-span.

- Victor Altimarano was inspecting compaction on the South side-span.

- I arrived at the pier 7 office at 06:50, & was on the bridge at 07:05.

Cable Compaction – North main-span:

- At the beginning of the shift, compaction continued down the span from PP46.2, where they stopped at the end of the day yesterday.

- I periodically checked the jack pressures during compaction, & kept an eye on the wires while the compaction shoes were extending to make sure that they do not pinch any wires.

- The pressures were kept fairly constant during compaction. The normal operation was to bring up the jack pressures to about 8000 psi, & then hammer the Cable to excite the wires. This hammering would typically drop the pressures down to about 6000 to 7000 psi.

- Compacting was on hold 3 times throughout the shift at the following times.

- From 08:30 until 08:50, compaction was on hold while they extended the power Cables for the pump.

- From 10:20 until 10:45, compaction was on hold while they re-rigged the stabilizers.

- From 13:35 until 13:50, compaction was on hold while they were adding platforms on the compaction frame.

- Productions rates got a little better as the day progressed. During the morning, it was about 35 to 45 minutes between squeezes. During the afternoon, , it was about 25 to 30 minutes between squeezes.

- From 15:00 until 16:10, 2 workers removed the Cable formers near PP 54.

The readings below were measurements taken by me on at the strap locations. They are after the load was released, & at a 20 degree rotation.

Strap 46-5: Height = 779mm - Width = 793mm

Strap 46-6: Height = 780mm - Width = 793mm

Strap 46-7: Height = 780mm - Width = 792mm

Strap 46-8: Height = 779mm - Width = 790mm

Strap 46-9: Height = 776mm - Width = 791mm



Daily Diary Report by Bid Item

Job Name: 04-0120F4 **Inspector Name** Wright, Doug **Diary #:** 278 **Date:** 19-Apr-2012 **Thursday**

Strap 48-1: Height = 777mm - Width = 788mm - Cable band
 Strap 48-2: Height = 779mm - Width = 789mm - Cable band
 Strap 48-3: Height = 779mm - Width = 791mm - Cable band
 Strap 48-4: Height = 778mm - Width = 790mm
 Strap 48-5: Height = 773mm - Width = 784mm
 Strap 48-6: Height = 778mm - Width = 789mm
 Strap 48-7: Height = 774mm - Width = 788mm
 Strap 48-8: Height = 772mm - Width = 789mm
 Strap 48-9: Height = 776mm - Width = 790mm
 Strap 48-10 was installed, but it was still under the compaction roller, so no measurement was taken.

Also, circumference measurements were taken sporadically. The numbers were always a little bit on the high side. For example, at strap 48-3, the circumference measurement was 2480mm. This is an acceptable measurement, but is unusual because it does not correspond with the expected number based on the calculation using the diameters (about 2465mm). I asked several other inspectors on the other spans, & they also said that their circumference measurements were always higher than expected. This may be due to the nature of measuring the circumference, which may always track along some wires that are slightly protruding higher than the overall Cable shape. This will be further investigated.

- I left the bridge at 17:45, & arrived back at the pier 7 office at 17:55.
- From 18:00 until 18:15, I spoke with Roman Granados & Warren Collins to update them on the status of compaction.
- From 18:15 until 18:40, I wrote my diary for the day.

04-0120F4 Bid Item: 067 C-PWS-SUC.067 Compact Suspension Cables

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	APP	JUN PERALTA	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	Jose ALFARO	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	BARRY ROTHMAN	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	HAYES BATISTE	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	FOR	GARY ANDERSON	8.00	2.00	0.00	10.00		<input type="checkbox"/>